

DRIVER BRIEFING NOTES

Track : 7003.93 m		Start Line Offset 123.26 m
F1 : Pit In > Pit Out 388 m > 23.2 sec / 60 kph		F1 + Endurance : Pit In > Pit Out 1003 m > 60.2 sec / 60 kph
Time Table 4		Pole Position is -Right Hand Side-
Scrutineering is located in the Scrutineering Bay (Q&R) The openings for cars to exit the track are marked in ORANGE.		
The Race Director's signalling place is on the RIGHT hand side in front of Race Control at the Line.		
When entering the Pit Lane, drivers must respect the white line and stay to the RHS of the track		
When exiting the Pit Lane, drivers must stay to the RHS of the white line in the centre of the track		
At the end of the Formation Lap, cars must be in grid formation at T 17		
Overtaking is strictly forbidden before you cross the starting line.(Rolling start)		

PIT LANE PROCEDURES

- Maximum speed in the Pit Lane is 60 km/h. This limit is to be respected from the moment you cross the Pit In loop, located on the transversal white line at the 60 km/h marker board, until you pass the Pit Out loop, located on the transversal white line at the Pit Lane speed limit end board.
- At all times the red/green lights at Pit Exit must be respected, you can only access the track when the green light is on. However, during the race the Pit Exit light will remain green except during SC procedures or a race suspension, and it will be the drivers' responsibility to enter the track safely.
- At the start **or restart** of any session, if you head to Pit Exit before the light is green, you must stop 3m before the line painted at the Pit Exit.
- Be advised that at any time during the Competition, the scrutineers may decide to stop a car for scrutineering checks either at Pit Entry and/or Pit Exit. Drivers **must** respect the signals of the scrutineers to stop.

RACES STARTS

- 2X2 ROLLING START** for all Races- except for Classic GP F1 GRID 2 and HISTORIC F3 GRID 9(Standing Start)
- During the formation lap the red light will be on. Cars may accelerate as soon as the start signal is given **but may not overtake nor break formation (must hold two lines of cars) until they have crossed the Start Line.**

ON TRACK DRIVING STANDARDS & INCIDENT PROCEDURES

- Drivers must respect other drivers across **all** class categories.
- At all times, please respect the other drivers on track. Voluntary blocking, if spotted, will be sanctioned. Once you are on a slow down lap please ensure that you are using your mirrors.
- All drivers are reminded to pay special attention to flag signalling according to the Code.
- Yellow flags mean danger - please reduce your speed. Overtaking is forbidden from the first yellow flag until you pass the green flag. WHEN YELLOW FLAGS - INCLUDING SAFETY CAR BOARDS - ARE SHOWN DRIVERS MUST SLOW DOWN. **IF DOUBLE YELLOW FLAGS ARE SHOWN THEY MUST REDUCE SPEED AND BE PREPARED TO CHANGE DIRECTION OR STOP.** It is the onus of each driver to prove to us that in fact you have slowed down, the best way for this is by having a clear slow down in the relevant sector time.
- Double yellows also mean marshals are working on track or trackside.
- Blue Flags will be used for overtaking during the sessions and lapping during the race.
- Slower cars when being overtaken and/or lapped should keep to a constant racing line. Sudden changes of direction can lead

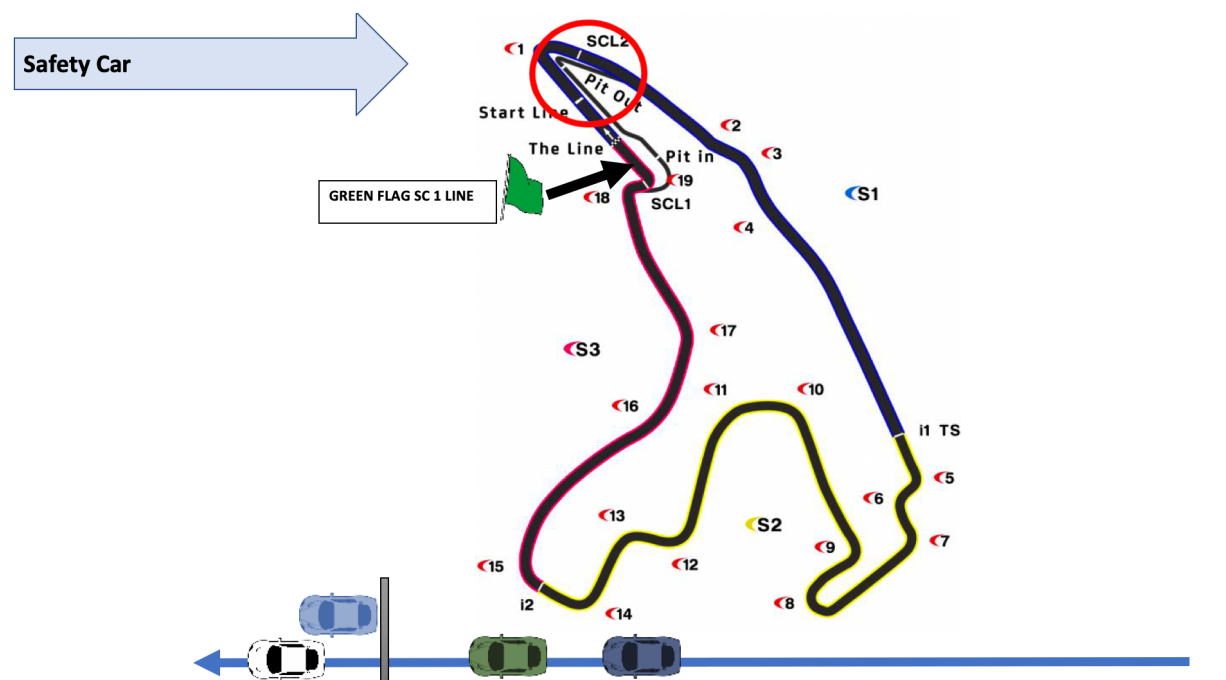
- to hazardous situations and accidents. **Please use your turning lights to indicate which side of the track you are using.**
- 14) Faster cars when lapping slower cars please ensure that the car in front of you is aware of your intentions, **especially if you are intending to do it in the middle of a turn.**
 - 15) Bear in mind that kerbs / track verges take longer to dry than the track.
 - 16) In case of an accident it is very important that you signal to the marshals that you are OK. A 'thumbs up' will be the ok.
 - 17) If your car has a crash and/or your car cannot continue, do not stay on your car. This can lead to unnecessarily deploying of medical services or may even result in a Red Flag.
 - 18) If you can continue, you may stay in the car should the marshals choose hoist your car to a safe place.
 - 19) If you enter a gravel/run off area and you can manage to re-join, please stay out of the racing line to avoid dropping gravel/dirt on the line. **Please make 1-2 brake-tests / zig-zags your car OFF TRACK before re-joining, to ensure all the gravel has fallen from your car off track.**
 - 20) If you cannot continue, you must leave the car as soon as it is safe to do so and help in the recovery operations. Please leave the car in neutral and the steering wheel in position. The driver should help in the recovery operations.
 - 21) If at any moment, you encounter technical or mechanical problems you should leave the racing line immediately.
 - 22) Please acquaint yourselves with the text of Chapter IV from Appendix L, especially concerning driving standards and the following two points:
 - a) Appendix L to the ISC, Chapter IV, Article 2c) states: *Drivers must use the track at all times. For the avoidance of doubt, the white lines defining the track edges are considered to be part of the track but the kerbs are not. Should a car leave the track for any reason, and without prejudice to 2(d) below, **the driver may rejoin. However, this may only be done when it is safe to do so and without gaining any advantage.** A driver will be judged to have left the track if no part of the car remains in contact with the track.* Slowing down in the relevant sector is a way to show me that you have not improved.
 - b) Appendix L to the ISC, Chapter IV, Article 2d) states: ***Repetition of serious mistakes or the appearance of a lack of control over the car (such as leaving the track) will be reported to the Stewards and may entail the imposition of penalties up to and including the exclusion of any driver concerned.***
 - 23) Drivers consistently crossing the white line defining the edge of the track – whether gaining an advantage **or not** - may receive a "drive through", a "stop and go" penalty or any other penalty available to the Stewards, including deleting lap times.
 - 24) Judges of Fact will be appointed to control sporting details from the regulations.
 - 25) At all times on track, whether it is a flag or a light panel, yellow shall prevail.
 - 26) The Red Flag line is the red line painted on the track.

SAFETY CAR

- The Safety Car procedures will be in accordance with Article 2.10 from Appendix H of the International Sporting Code
- 27) Under SC procedures the speed limit is controlled by the SC that you are following, **there is no 80kph speed limit imposed.**
 - 28) All the competing cars must form up in line behind the safety car no more than five car lengths apart, and **overtaking is absolutely prohibited until the cars pass the Safety Car line relative to the SC you are following** with a waved green flag and/or light, with exceptions detailed in article 2.9.10 from Appendix H.
 - 29) During the SC operation, and once in line behind the SC, cars may "zig zag" in order to minimise the loss of tyre temperature, **except in the area or areas affected by debris or people working on the track**, where all cars must line up. In this/these area/s tyre warming is not allowed.
 - 30) While the Safety Car is in operation, competing cars may enter the pit lane, but may only re-join the track when the green light at the end of the pit lane is on. It will be on at all times except when the safety car and the line of cars following it are about to pass or are passing the pit exit. A car rejoining the track will proceed at reduced speed until it reaches the end of the line of cars behind the safety car
 - 31) While the safety car is in operation, competing cars may stop at their pit, but may only rejoin the track when the green light at

the pit exit is on. It will be on at all times except when the safety car and the line of cars following it are about to pass or are passing the pit exit. A car rejoining the track will proceed at reduced speed until it reaches the end of the line of cars behind the safety car.

- 32) **If you leave the pits whilst the Safety Car is being used, please drive in the knowledge that there may be more than one incident on the track and that marshals may be on the track at any point.**
- 33) When the Race Director calls in the safety car, it will extinguish all the revolving lights **around Turn 15** and **leave the circuit to the right at the end of that lap to enter the pits before Turn 19.**
- 34) As the SC enters the Pit Lane entry, when called in, all marshals' posts will replace the yellow waved flags and SC boards, by waved green flags. This is the information to all cars that the SC has left the track. Overtaking remains strictly forbidden **until the cars pass the green flag at the Finish/Control Line.**
- 35) Each lap under safety car will be counted as a race lap.
- 36) In order to avoid the likelihood of accidents before the Safety Cars return to their exit area, from the point at which the lights on the car are extinguished, drivers must proceed at a pace which involves no erratic acceleration, braking, or any other manoeuvre which is likely to endanger other drivers or impede the restart.
- 37) If at any given moment the SC has to bring the field by the Pit Lane, for your help we will inform via the timing monitors that the SC will bring all cars by the Pit Lane. In this case all cars must follow the SC by the Pit Lane.



SAFETY CAR - Procedure with TWO SC

Two safety cars will be used during races:

SPA SIX HOURS: GRID 1

HISTORIC CHAMPIONSHIP 65 & 81: GRID 8

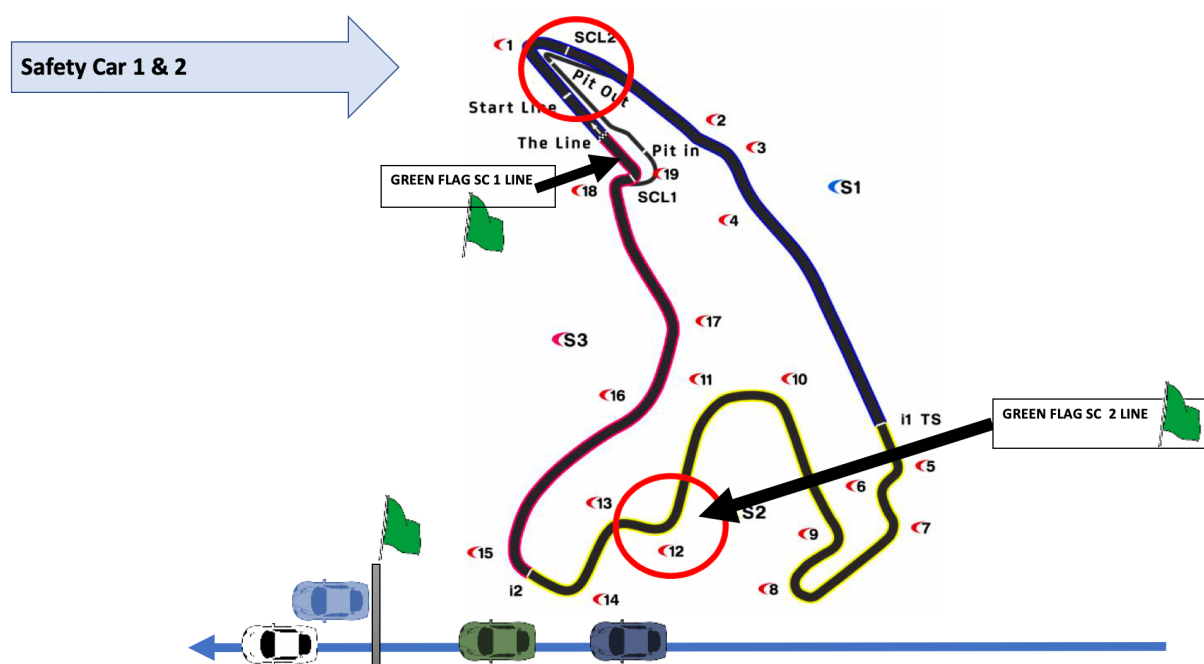
CLASSIC SPORTS CAR CLUB & BRITISH HTGT: GRID 10

YOUNGTIMER TOURING CAR CHALLENGE: GRID 11

according to the following procedures:

- 38) When the order is given to deploy the safety cars, all marshal posts will display waved yellow flags and "SC" boards, and the orange lights at the Line will be illuminated, for the duration of the intervention

- 39) Safety Car A will enter the track after T1, 'La Source' and Safety Car B will go on track at the entrance of T12, both with their orange lights illuminated. They will join the track regardless of where the race leader is.
- 40) All the competing cars must then form up in line behind each of the safety cars, the 1st car behind the SC must keep within 5 car lengths of it and all remaining cars must keep the formation as tight as possible. The safety cars shall be used at least until all remaining cars in that safety car's sector are lined up behind it. Overtaking, is forbidden until the cars reach the Line after the safety car has returned to the pits or left the track at T10.
- 41) A car rejoining the track must proceed at an appropriate speed until it reaches the end of the line of cars behind the safety car.
- 42) Under certain circumstances, the Clerk of the Course may ask the safety car to use the pit lane. In this case, and provided its orange lights remain illuminated, all cars must follow it into the pit lane without overtaking. Any car entering the pit lane under these circumstances may stop at its designated garage area.
- 43) When the Clerk of the Course calls in the safety car, Safety Car A will extinguish its orange lights at T15 and Safety Car B will extinguish its orange lights at T5. This will be the signal that it will be leaving the track at the end the Safety Sector. At this point, the first car in line behind the safety car may dictate the pace and, if necessary, fall more than five car lengths behind it. From this moment drivers must proceed at a pace that involves no erratic acceleration in order to avoid the likelihood of accidents.
- 44) As the safety cars are leaving the track, the yellow flags and SC boards at the marshal posts will be withdrawn and replaced by waved green flags with green lights at the Line. Each lap completed while the safety cars are deployed will be counted as a race lap.
- 45) At the end of the SC procedure. Overtaking is strictly forbidden before crossing, finish Line for SC1, Green line turn 12 for SC2 only when we use 2 Safety cars, see below



END OF ON-TRACK SESSIONS PROCEDURES/ PARC FERME

- 46) **SPA 6 HOURS/ CLASSIC GP F1/ HGPCA / ALFA REVIVAL CUP/GT3 LEGENDS:** At the end of the race all cars will take the chequered flag and do a cool down lap, leave the circuit to the right into the F1 Pit lane after T19. **Follow the Marshals instructions @ T19.**

- 47) **PRE WAR SPORTS CARS/ RAC WOODCOTE TROPHY & STIRLING MOSS / HISTORIC CHAMPIONSHIP 65 & 81/ HISTORIC F3 1000 CC/ CLASSIC SPORTS CAR CLUB & BRITISH HTGT/ YOUNGTIMER TOURING CAR CHALLENGE :**
at the end of the race and after taking chequered flag all cars must slow immediately and safely, and leave the Circuit to the right into the Endurance Pit Lane Entry after La Source T1. **Follow the Marshals instructions @ T1.**

- 48) Overtaking is strictly forbidden after crossing the finish line

PODIUM PROCEDURE

- 49) Refer to the specific procedure of your series; Drivers go straight to F1 podium after the chequered flag. For Spa Six Hours endurance race Grid 1 :Endurance Podium.

INFORMATION & REGULATIONS

- 50) Please ensure you know how to use reverse gear in your car.
- 51) For the start of the race, only one formation lap is foreseen, if an additional formation lap(s) is(are) required, should such an additional formation lap be carried out, the start of the race will be considered to have been given at the end of the first formation lap

*Race Director
Jean Yves Munsters*

See attached:

Pitlane Map

Pit F1:

CLASSIC GP F1 : GRID 2

HGPCA : GRID 3

ALFA REVIVAL CUP : GRID 4

PRE -WAR SPORTS CARS: GRID 5

RAC WOODCOTE TROPHY & STEERLING MOSS: GRID 6

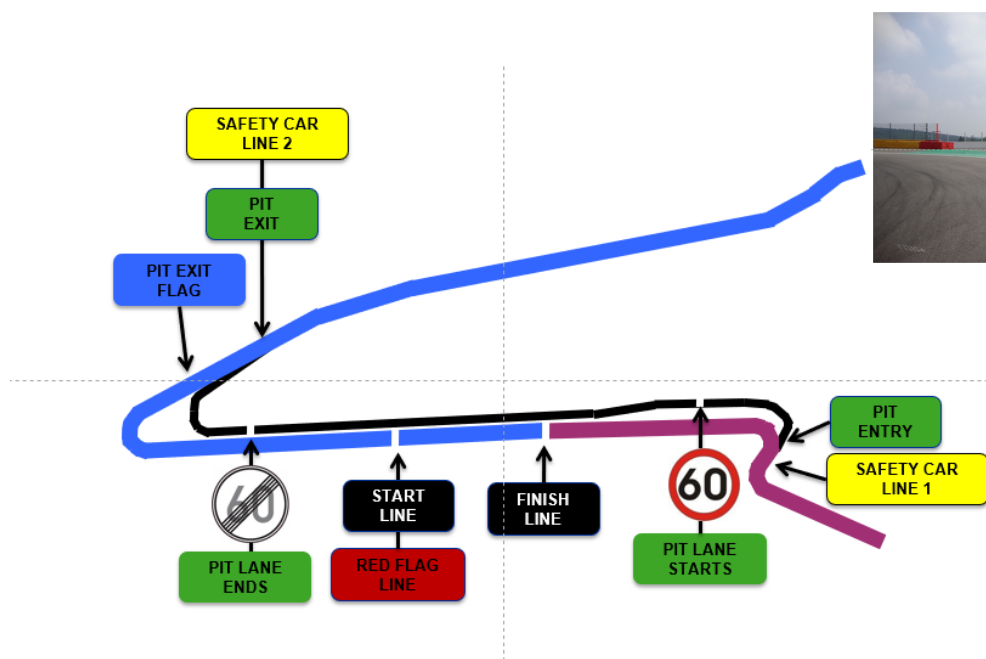
GT3 LEGENDS : GRID 7

HISTORIC CHAMPIONSHIP 65 & 81: GRID 8

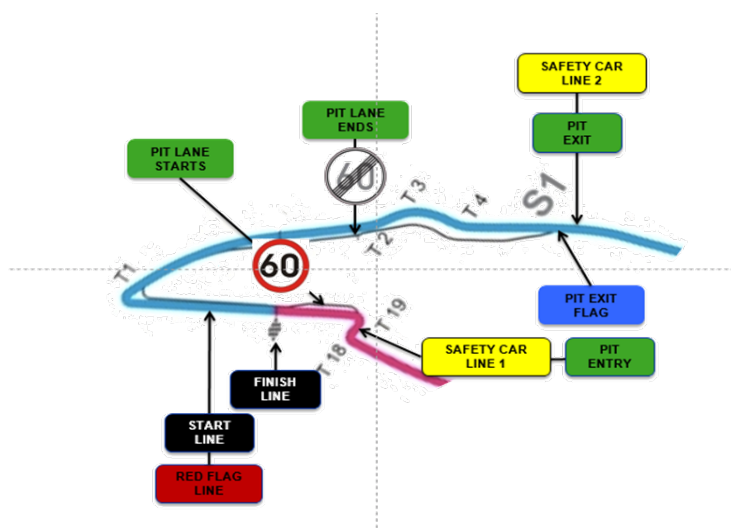
HISTORIC F3 1000 CC : GRID 9

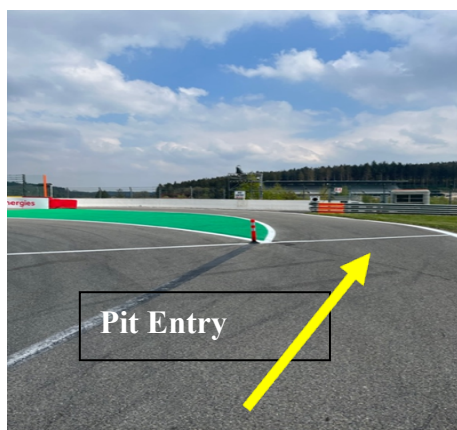
CLASSIC SPORTS CAR CLUB & BRITISH HTGT : GRID 10

YOUNGTIMER TOURING CAR CHALLENGE: GRID 11



Full Pit F1 + Endurance : Spa 6 Hours : GRID 1





Refuelling : Spa 6 Hours : GRID 1



Access Way Out Pitlane F1 and Back To Paddock

